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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

REPORT

50X1-HUM

TOPIC Soviet Ammunition Depot at Wilmersdorf

EVALUATION  PLACE OBTAINED  50X1-HUMDATE OF CONTENT DATE OBTAINED  DATE PREPARED 22 January 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. The following shipments arrived at the Soviet ammunition depot, Wilmersdorf, between 20 October and 24 November 1951:

Date	Number of Railroad Cars	Cargo	Dispatching Unit and Dispatching Station	50X1-HUM
25 October	38;	570 tons of artillery ammunition	<input type="text"/> Brest Litovsk and Frankfurt/Oder	
26 October	2;	30 tons of AT gun ammunition	<input type="text"/> Mulkow	
27 October	14;	210 tons of AA gun ammunition	<input type="text"/> Brest Litovsk and Frankfurt/Oder	50X1-HUM
3 November	42;	630 tons of artillery, AT gun, and infantry ammunition	<input type="text"/> Brest Litovsk and Frankfurt/Oder	

2. The following shipments were dispatched by Unit  from the ammunition depot at Wilmersdorf: 50X1-HUM

Date	Number of Railroad Cars	Cargo	Receiving Unit and Receiving Station	50X1-HUM
17 November	8;	110 tons of artillery ammunition	<input type="text"/> Dannenwalde	
	7;	95 tons of artillery ammunition	<input type="text"/> Roederau	50X1-HUM
	2;	20 tons of cartridges	<input type="text"/> Chemnitz main railroad station	
	1;	15 tons of infantry ammunition	<input type="text"/> unit at Falkensee	

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2

24 November

4;	50 tons of mortar ammunition	Rathenow
2;	20 tons of AAA ammunition	Jueterbog Altes Lager
4;	45 tons of light AA ammunition	Wildpark
2;	30 tons of ammunition	Frankfurt/ Oder
3;	31 tons of light artillery ammunition	Altengrabow
5;	61 tons of infantry ammunition	Finow
6;	76 tons of heavy AT ammunition	Altenhain- Brandis
6;	106 tons of heavy artillery ammunition	Jueterbog- Altes Lager *

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\* Comment. The information confirms the large Soviet ammunition depot, at Wilmersdorf, which probably belongs to the GDFG, until late November 1951. The incoming shipments were not contained in reports on rail movements. On the other hand, shipments of ammunition listed in railroad reports on rail movements covering the same period were not listed in the present report. It is believed that, actually, only about 30 to 40 percent of incoming and outgoing shipments are being reported. The present report indicates that, during the period covered by the report, the number of incoming shipments exceeded that of outgoing shipments by 46 carloads.

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